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1937
Buick
1938

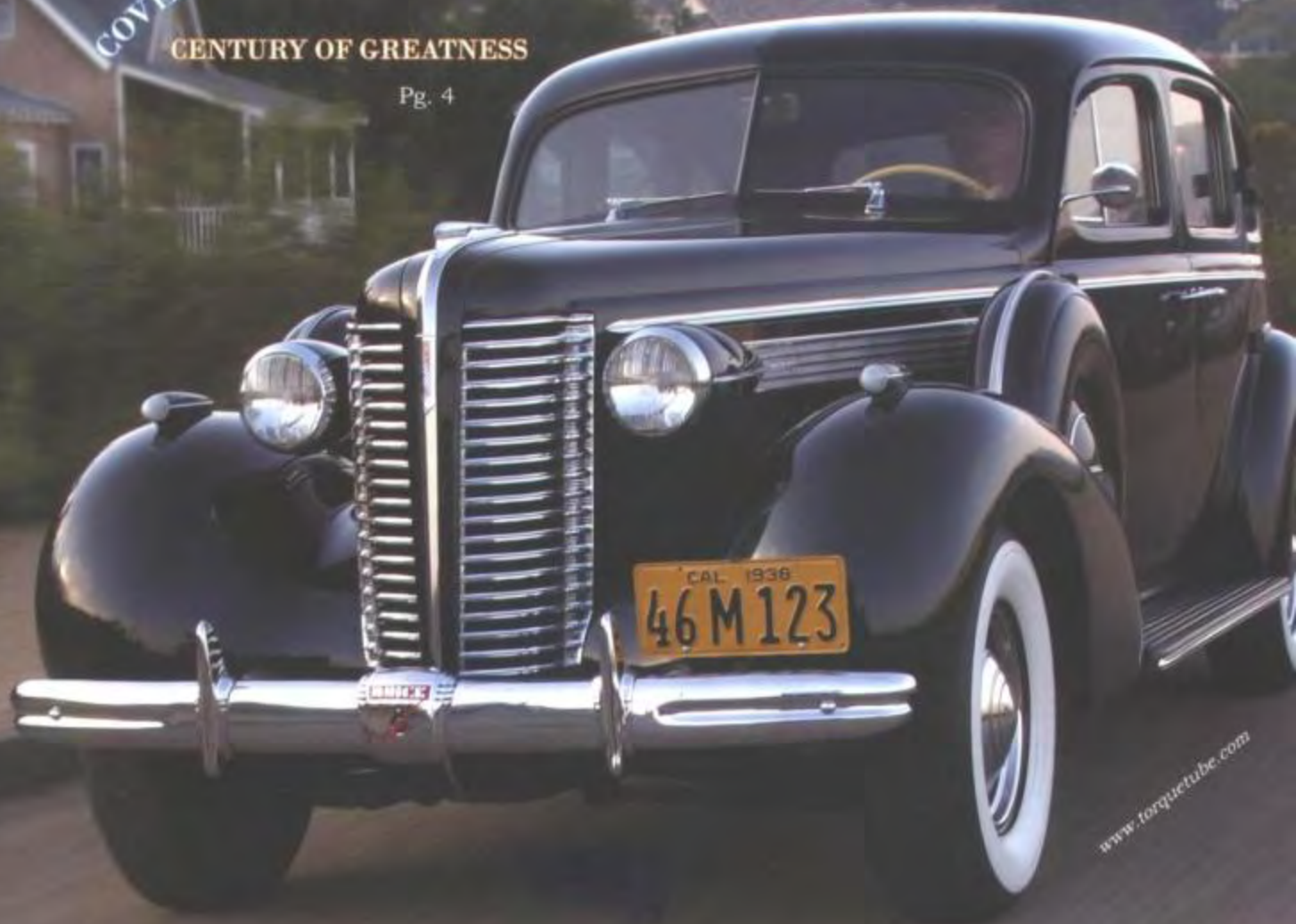
TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

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TORQUE TUBE



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9TH CYLINDER

Hot off the presses!!

1937 & '38 Buick Club Hits Milestone!



The 1937-1938 Buick Club has hit a milestone, we now have two lucky new members with the member number of 1937—Norm Davis from Illinois—and 1938—OB Johnsen from California. To make it even better, Norm has a 1937 model 46 Special and OB has a 1938 model 41 Special. We swear this was completely random! Anyway, we would like to welcome these two new members and congratulate them on their lucky numbers.



New member Bill Davis (#1935), from West Virginia, sent us this picture of his 1938 model 40C (above). It is un-restored but basically all there with a strong-running engine. It had been stored away for the past twenty years. Bill mentioned that his family owned a number of Buicks during the 1930s and 1940s, but this was the first one he has owned himself. We wish you good luck with your car and the club would like to thank you for getting her back on the road.



Bill Malloy (#1539), from Maine, sent in these great pictures of his winter wonderland. It looks like another typical snowstorm in February, but Bill still takes his Buick out on the road. He says the neighborhood kids go crazy and come over for rides around the block. According to Bill, they never seem to run out of questions about his car. Hopefully, they will grow up to be another generation of '37 and '38 Buick nuts.



Bill has had his 1938 model 66S since the early part of 2000 and he never stores it away for the winter. He takes it for a drive at least once a week.



Ken LeBlanc (#1463), from Michigan, sent in this great picture of his 1938 Buick Coupe model 46 (left). This car is for sale. It has dual sidemounts, an excellent body, and a good engine and drive train. If you are interested you can contact him at 989-463-1242.



Jari Vuorinen (#1493) from Finland needs some help. This is a photograph (left) of the rear seat cigar ashtray in his 1938 Roadmaster model 81. He wants to know if this is the original cover and knob. If you can help answer this question, please write him at:

Manty Polku 5, 47710
Vaala, Finland.



New member Dorothy Moyer (#1939), from Florida, sent in these beautiful photographs (above, below) of her 1938 four-door Convertible Special. We love your car and your gorgeous horse! Thank you for joining!



Last September, William Schwantes (#878), from Wisconsin, had this picture taken of his 1938 Special model 41. That's the Larry Busch Orchestra posing in front of the car. They specialize in Swing and Big Band Era music (www.buschband.com). You can see William in the shot—the sixth one down with the big baritone sax in front of him. He has owned the car for twenty-five years and bought it during his senior year of high school. It was in sad shape then, with bullet holes through three doors. William has spent the last thirteen years restoring it all by himself. NICE JOB!



Torque Tube is still looking for a new editor to take over in September. If you are interested, please contact us at 415-203-4180. Also, please keep sending in your pictures and stories. We love to hear from you! Happy Motoring,

Mark



Tom Buizuela (#1584) sent in this picture of his son Marc standing next to his dad's 1938 Buick. Tom likes to be a little different, so he put 1953 Skylark wire wheels on his car and lowered it a bit. Tom also did all the bodywork himself and painted it a black lacquer. He also placed a rare Pecket sun visor over the windshield. He is currently getting ready to work on a 1937 80C. Good luck, Tom! Thanks for the photo!



1938 Century of Greatness

Buick's instrumental changes that led to the creation of the 1938 Century.

By Tim Howley

Photography by Jeff Koch

Reprinted with permission from Hemmings Classic Car

Back in the year when Errol Flynn immortalized Robin Hood, when Walt Disney dazzled the world with Snow White, when Glenn Miller music was coming into full swing, and Bingo was becoming the latest rage, the 1938 Buick Century was just about the most exciting thing this side of Lana Turner's sweater closet!

How this pace-setting car for the era came about is a fascinating story. It emerged from an ugly car and bad times. Buick's troubles began with the pregnant Buick of 1929, the ill-fated Marquette, and the stock market crash. Without any real answers to Buick's dilemma, General Motors created B.O.P., the consolidation of sales and much manufacturing of Buick, Oldsmobile, and Pontiac. "Bo-Peep," as it came to be known, was anathema to dealers of all three makes. In 1927, Buick had 2,600 dealers. By the spring of 1934, only sixty-seven dealers remained that sold Buicks exclusively.

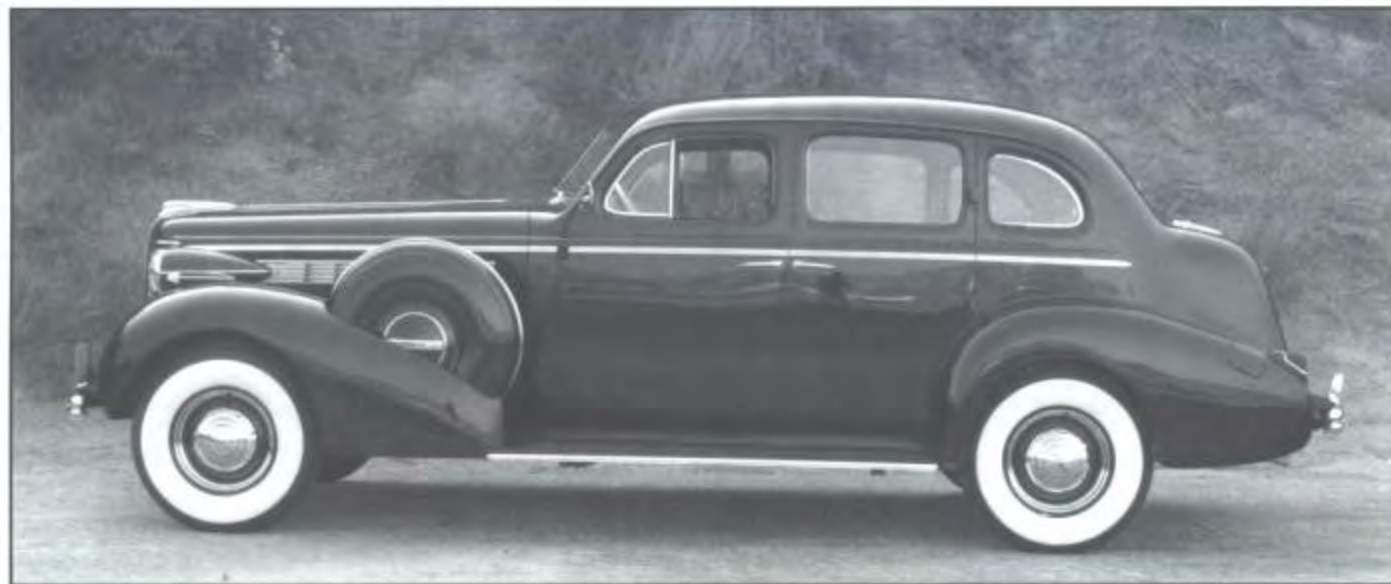
But let's back up a bit. It was in the autumn of a very bleak year, 1933, that William S. Knudsen, executive vice President of General Motors, visited the AC Spark Plug Division in Flint, Michigan, to have a soul-searching talk with Harlow "Red" Curtice, president of AC, and truly a spark plug

himself. Curtice immediately accepted Knudsen's offer to become the president of Buick. Curtice's ascendancy was soon followed by the remaking of both the car and the Buick Division, as well as the gradual liquidation of B.O.P.

Curtice was an impressive man, forty-three years of age, an imposing figure and persuasive talker, tall, slight of build, graceful in his manner and an impeccable dresser. His nickname came from the reddish-blond hair that was his crowning glory. He might have made a marvelous politician or actor, with a princely charm and a subtle sense of humor, but years earlier he had chosen a career in the automobile industry.

Almost from the day that Curtice took the helm of Buick, the grand old lady of car makers





embarked on a new course out of troubled waters. In 1933, Buick production accounted for only 2.9 percent of the industry. (By 1938, Buick's share would be up to 8.8 percent.)

Curtice's first move at Buick was to turn out a new car in about the time it took President Franklin D. Roosevelt to establish a new bureau, although that new car had been pretty well finalized before Curtice took over. This lighter, cheaper Buick, which utilized a Chevrolet body, was introduced in May 1934. Sales increased immediately from 43,274 units in 1933 to 63,067 in 1934. But this was only the beginning.

Buick's real upward march began with the production of the smart-looking and powerful 1936 model, which, this time, was Harlow Curtice's baby. Shortly after Curtice took over the Buick presidency, he called upon the tall, dashing Harley Earl, General Motors' vice president of styling, and already a shaker and doer in the GM hierarchy.

Curtice pointedly asked, "What kind of a car do you drive, Harley?"

"Why a Cadillac, of course," Earl answered.

"Then how about designing me a Buick that you would like to own yourself?" It was more of an order than a question—an order to scrap all of Buick's styling clichés and create an all-new Buick that would be as dashing as Clark Gable in *Mutiny on the Bounty*.

The 1936 Buick, upon which our 1937 driveReport car is based, does not look like much now, but its impact at the time was awesome—its production reached 160,000, or about five percent of industry sales. Up until 1936, Buicks had lackluster names—the Series 40, 50, 60, and 90. Curtis gave the numbers names and life. The Series 40 became the low-priced Special. The Series 50 was scratched. The 60 became the Century, a name that implied a speed of 100 mph, and alluded to



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the 20th Century passenger train. The Series 80 was given the glorious name of Roadmaster and the 90 became the Limited, again implying the premier passenger train of the day and also that there would be limited production of that model. The idea of putting the big Roadmaster engine in the Chevrolet-bodied Special to create the Century was Curtice's, and it was brilliant. It was the same big-engine-in-a-small-car philosophy that would later launch the Oldsmobile Rocket 88 into the sales stratosphere, but Buick beat that by eleven years.

The big, new Buick overhead-valve, straight-8 engine was 320.2 cubic inches and developed 120 hp. It had a shorter stroke than the previous Buick 8-cylinder, reducing piston speeds and crank loads. This engine was so good that it was offered for eighteen years without a displacement increase, although horsepower rose to 170 by 1952, the engine last year. Anolite aluminum alloy pistons were one of its main features in 1936. Anolite pistons wore as well as cast-iron, but weighed considerably less. Even the smaller Buick engine for 1936 used Anolite, as did the Oldsmobile and La Salle engines. Other features of this new Buick straight-8 were a hollow rocker arm shaft with a water-cooled gauze filter. The engine also featured a five-main-bearing crankshaft with eight integrally forged counterweights; in fact, Buick's smaller 8-cylinder engine had this same feature. Other features shared by both engines were full-length water-jacketing and chain-drive for the camshaft.

Another shrewd move for the 1936 (not entirely Curtice's doing) was reducing the number of bodies offered from twenty-five to seven. The Century and Special used GM's A-body. The Roadmaster and Limited shared the Cadillac body, which, in 1937, became known as the B-body. The A-body was not a completely steel body; it still had much wood framing. It was called the Turret Top because it had an insert-less steel roof. The B-body was mostly steel, but it still incorporated some wood components. Ultimately, 1938 was the last year that Buick used wood in their bodies. The Century's body was shared with the Special. The two models had similar frames, but the 1936 Century had a 122-inch wheelbase as opposed to the Special's shorter 118 inches. The suspension was somewhat revised and only the Century had 15-inch wheels; all other models had taller 16-inch wheels.

Buick began using hydraulic brakes in 1936, which made a big improvement in its cars' stopping performance. Also introduced that year was a lighter, sturdier frame and Buick's first synchromesh transmission for the Century, Roadmaster, and Limited. This lightweight transmission was soon offered by Cadillac and La Salle, and what a remarkable transmission it was! Its ratios were engineered to allow the Century to wind out close to 40 mph in low gear and over 60 mph in second.

The 1936-1938 Buicks, with their very sleek and rounded style, decorated with Harley Earl's latest art-deco trim, were the last Buick models to feature a tall, upright grill. They were truly flashy cars by mid-1930s standards, not too far out in design, but just fresh enough that everybody knew Buick was on the move. The cars were quiet, quick, and comfortable in the grandest style. Although Lincoln had a more modern car in the

Zephyr, and Chrysler had brilliantly engineered cars in rather conservative bodies—the Airflow notwithstanding—Buick had cars to please everybody, and soaring sales proved it.

A big part of Buick's success began back in 1936 with its advertising campaigns. Arthur Kudner of the Erwin Wasey Advertising Agency was the account executive for GM's AC Division when Curtice was president there. When Curtice went to Buick he decided to hold an advertising agency review. Naturally, Campbell-Ewald, Buick's then-agency, quickly lost the account, and Kudner opened up his own advertising agency to handle Buick. Immediately, Buick came out with advertising that was as flashy as the new Buick automobile. There were headlines like "Dressed for a Party—Powered for a Thrill" and "Just Look at What You're Missing, Mister!"

For 1937, the Buick Special's wheelbase increased to 122 inches, and the Century's wheelbase went to 126 inches. The entire Buick line was restyled by Frank Hershey who had recently come over from the Murphy Body Company in Pasadena, California. It is rare to see complete restyling after one year, but Harlow Curtice was breaking all the rules. The 1937 Buick bodies were lower, wider, and longer. They had more interior room and, unfortunately, a significant weight increase. The bigger, heavier car dictated a horsepower increase, up from 120 to 130 in the Century's and Roadmaster's big straight-8—this was accomplished with a new carburetor and revised cam timing. The Special's engine displacement grew to 248 cubic inches, which, in turn, increased its horsepower from 93 to an even 100. In the end, Buick production rose to 220,346 units for the 1937 model year, and the division moved from seventh to sixth place overall.

An argument could be made that the 1937 models were the best looking of the 1930s with their fine-line grilles, but most collectors today prefer the 1938 models. They feature the same body, but with slightly reshaped fenders and fewer, yet thicker, horizontal grille bars that give them a much bolder look.

More important, though, were the hidden improvements that came about in 1938. New crown contour "Turbulator" pistons provided a higher compression ratio that resulted in a power increase to 141 hp in the Roadmaster and Century Dynaflex engines. Only the Hudson straight-8s had a more favorable power-to-weight ratio. The frame center section went from an I-beam design to a sturdier X-member, and coil springs replaced the former semi-elliptic springs in the rear, an industry first. Now Buick had coil springs at all four wheels. The shock absorbers were far larger than any other shock on the market, which, in combination with the coil springs all around, gave Buick its infa-



mous mushy ride—but that's what Buick buyers wanted in 1938.

Although 1938 was a down year for the economy, and for all automakers, Buick produced 168,689 cars and moved up to fourth place in the industry. Buick remained fourth, right behind Chevrolet, Ford, and Plymouth through 1942. But 1938 is best remembered for the "Y-Job," GM's first show car of the future, and one based on a Buick.

Story Continued on page 12

A special offer now available for the
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'Plate Mates' and The 1937-1938 Buick Club have teamed up to bring you these custom-crafted license plate badges. They are exclusively designed with "The 1937-1938 Buick Club" name and logo.

The club's logo appears in its distinctive colors - red, white and blue with a gold border. The oval format is reminiscent of authentic antique plate badges.

These badges are carefully crafted from a high-quality heavy brass and finished with a clear gloss baked epoxy.

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THE

Buick Forum

By *H. H. Curtice*
President and General Manager
Buick Motor Division
General Motors Sales Corporation



A meeting place for the friendly discussion of topics that concern the Buick owner and all of Buick's other friends

Eight Score Years and One

EIGHT generations have come and gone since that day in July in 1776, when a handful of men with the courage of their convictions risked life, honor, and fortune by signing the Declaration of Independence.

For eight score years, we have honored these men. We have made our greatest national holiday the anniversary of the day when their daring action was first announced to the world.

It is fitting now to ask what kind of men these were and why, really, they are entitled to our perennial and perpetual homage.

It is the narrow view which says they are entitled to respect simply as the founders of a nation which has since grown great. We do them small honor indeed if our homage is based merely on the fact that success crowned their courage.

Rather are they entitled to everlasting respect as men bold enough to think along new lines, and as men of sufficient faith to risk greatly for the sake of an ideal.

Few of these men were cast in the physical mold of the conventional heroes. Hardly a one of them would fit our present picture of the stalwart pioneer pitting his strength against

adversity and winning by sheer might and physical courage.

Rather were they ordinary respected citizens of their time. They were merchants and bankers and lawyers and plantation owners. They came less from the great majority of the population than from that smaller group which represented business and social and intellectual leadership of the day.

Nor were they in all cases the men most loud of voice in proclaiming their devotion to their country. They were not, in most cases, great and popular champions of the people.

Rather were they men who thought, who weighed, who considered; who reached decisions—and then carried out their decisions with quiet and unshakable resolution.

America still has such men. Men little in the headlines, perhaps, but men thinking their own thoughts, seeing clearly into the future, weighing problems with care, reaching decisions on the basis of straight thinking rather than popular clamor.

It is the philosophy of these men, shaping now in the ordinary meeting places of men, that will guide us in years to come. It is in their hands, as it was in the hands of the original signers, that the future of our country lies.

I, for one, am firm in the belief that our future rests securely there.

☆☆☆ BUICK IN THE NEWS ☆☆☆



Buick is Luise Rainer's Latest Starring Vehicle

Miss Luise Rainer, high-spirited young movie star, should be an authority on good performance. As Anna Held in "The Great Ziegfeld," she won the critics' award for the best feminine performance of 1936. In 1937, she is winning added acclaim for her brilliant characterization of O-lan in "The Good Earth." For a leading role as her personal car, Miss Rainer has selected the spotlight performer of 1937. Her Buick is the 800th delivered in Hollywood this year.



With the Duke of Windsor in France

Shown as he arrived in Verneuil L'Etang, France, the Duke of Windsor entered this McLaughlin Buick, sent for him by Mrs. Wallis Warfield, and departed for the chateau in southern France where his fiancée awaited him. To His Royal Highness, Canadian-built Buicks are not unfamiliar; while King of England, he purchased one of them for use as his personal car. A younger brother, the Duke of Kent, is also a Buick owner.

The Buick Magazine is published monthly by the Buick Motor Division, General Motors Sales Corporation, Flint, Michigan, in the interests of Buick owners and other motorists everywhere. Editor: H. H. Curtice, president and general manager, Buick Motor Division. Associate editors: W. F. Hufstader, vice-president and general sales manager, Buick Motor Division; T. H. Corpe, director of advertising and sales promotion, Buick Motor Division. The Buick Magazine is fully protected by copyright, and nothing that appears in it may be reprinted without special permission. The Buick Motor Division assumes no responsibility for unsolicited contributions to The Buick Magazine, except to accord them courteous attention and ordinary care. All correspondence relating directly to The Buick Magazine should be addressed to The Buick Magazine, Buick Motor Division, General Motors Sales Corporation, Flint, Michigan.

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TORQUE TUBE TECHNICAL INDEX

The technical index, approx. 30 pages, is completed and available to all Buick Club Members for \$5.00 cash or check, prepaid. Any copies of any articles will be available for \$1.00 per article, postage included.

The index was compiled from reading all 37-38 Torque Tube club magazines issued from 1982 to July/August 2005. More than 850 technical references are logged. Some are duplicates, due to the different approaches taken by different Buick hobbyists. No effort was made to determine the accuracy of the technical information, neither does the index make me an expert to give advice on 37-38 Buick's.

The purpose of the index is to create a complete *Torque Tube* library of all technical articles written over the years by hobbyists and make them available to all club members and 37-38 Buick enthusiasts. Some articles are only a few lines, some are a few pages, and some are reprints from factory bulletins or service manuals.

The index is formatted five columns, as follows:

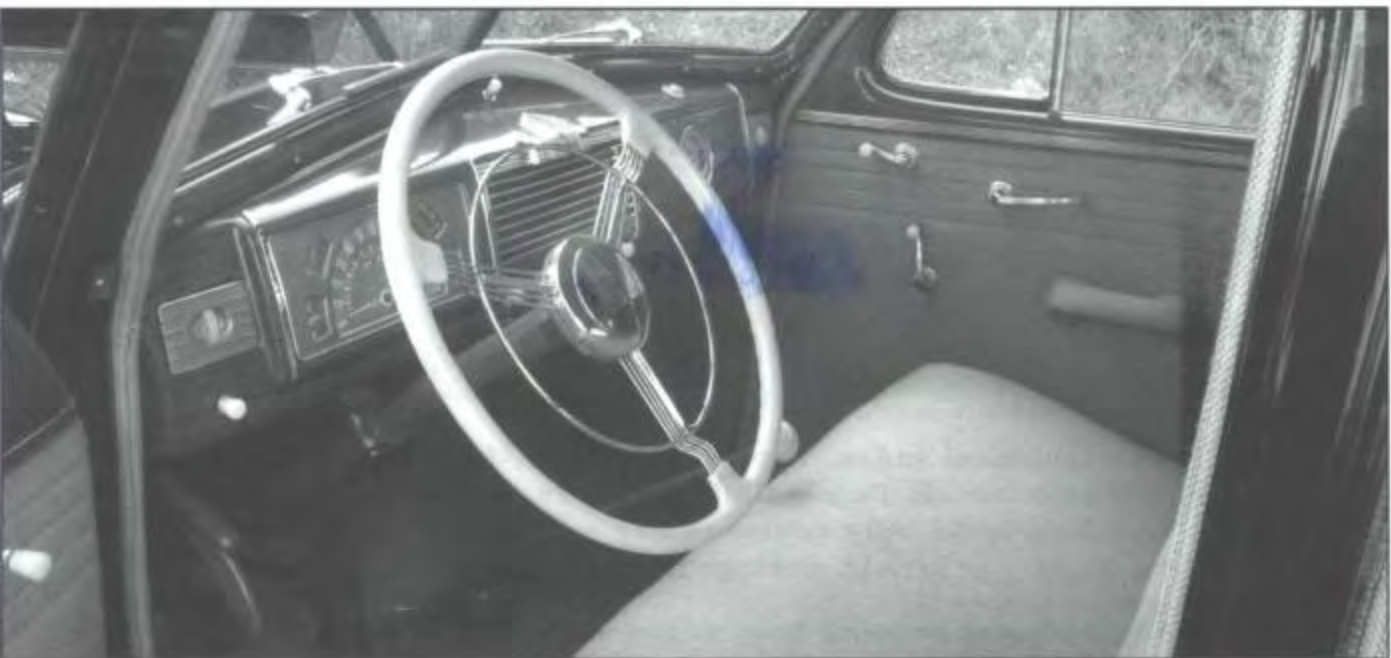
1. File column - My personal numbering system
2. Volume column - Roman numerals
3. Number column - Issue numbers
4. Page column - Page the article starts on
5. Article column - Articles listed in alphabetical order

If you are interested in receiving the index and/or any articles, please send your request with cash or check to my home address:
Frank Freda, 345 Ridgecrest Dr., Santa Barbara, CA 93108

Please include with your request for any technical articles my personal file number in the first column to the left.

It was a joy to read all the issues published by the Buick Club and to compile this index.

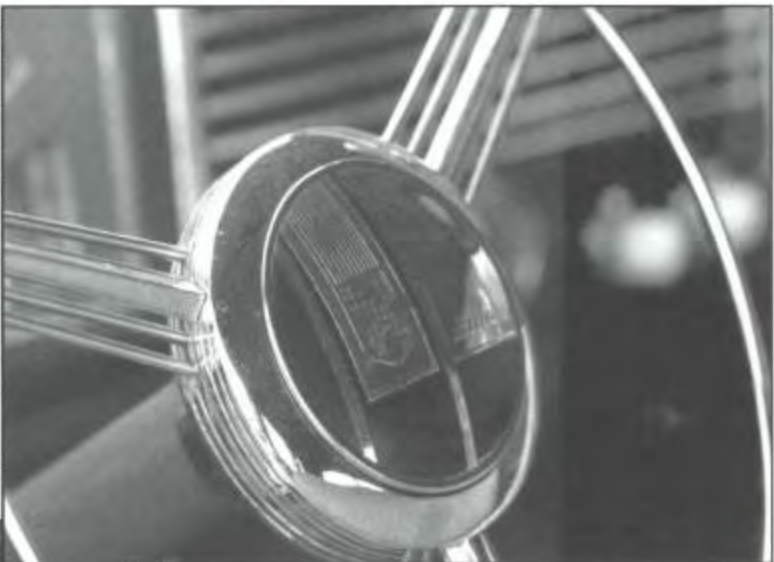
Frank Freda, member #1838, is the owner of 37 Buick-46C Sudan Blue Convertible, a 48 Buick Super Black Convertible and is seriously looking for a nice 37-38 Century Sedan.



This was a roadster that looked nothing like 1938 Buick, but much like a 1942 model. It later became Harley Earl's personal car.

Exterior styling changed dramatically for the 1939 model year as Buick received GM's new wider bodies. All the models across the board featured a delicate split-prow grille with slim, vertical bars, and for the first time, the headlamps were integrated into the front fenders. This was also the first year for a column-mounted shifter on a Buick. As contemporary as it was, the 1939 model did not beat the 1938s for style and performance. In fact, no Buick did for many years to come.

Our drive Report car is a 1938 Century, Series 61 four-door touring sedan that sold for



\$1,297. This car is equipped with the optional dual side side-mounted tires and broadcloth upholstery. These cars came standard with brown mohair upholstery, but for a few extra dollars, a buyer could have ordered a rich broadcloth or leather. Although the beautiful ivory-colored Tenite banjo steering wheel was standard, the radio, heater, defroster, and clock were optional.

Stepping into this car is like moving back into the days just before WW II. You are immediately struck by the narrowness of the driver's compartment in the last years of running boards. Directly in front of the driver is a 120-mph speedometer and four other gauges. The instrument panel and all of the window moldings are richly woodgrained in a dark

walnut pattern. The instrumentation is very art deco, which is attractive, although the gauges are a little difficult to read. Still, the overall feeling behind the wheel is simply delightful—this was Harley Earl's styling at its best.

This Century has Buick's famous Knee-Action front suspension with coil springs, plus coil springs at the rear, along with anti-roll bars, front and rear, to help reduce body roll when cornering. The steering is not heavy, but ponderously slow and not very precise. Power steering was developed in the 1920s, and General Motors had all the patents on it in the 1930s, but it's a shame that they didn't put it on their cars at that time. The new four-wheel, coil-sprung suspension of 1938 eliminated the annoying bounce-and-roll characteristic, allowing the car to float over the highway like a yacht on the high seas. In hard cornering, the whole car leans like Noah's Ark, with all the animals inside leaning along with it. The hydraulic brakes do their job, but don't perform nearly as well as a power-brake setup would.

The gearshift is still on the floor, which is neat, but was obsolete engineering in the late 1930s. The synchromesh shifting is a pleasure, and the speeds attained in first and second gears are pretty amazing. The car comfortably shifts from first to second in the low 30-mph range, and from second to high at around 40 mph. (The big cars of this era had relatively high-ratio first and second gears.) This gear is the most incredible of all, permitting speeds of over 100 mph, though this car

has never been driven faster than 80 mph.

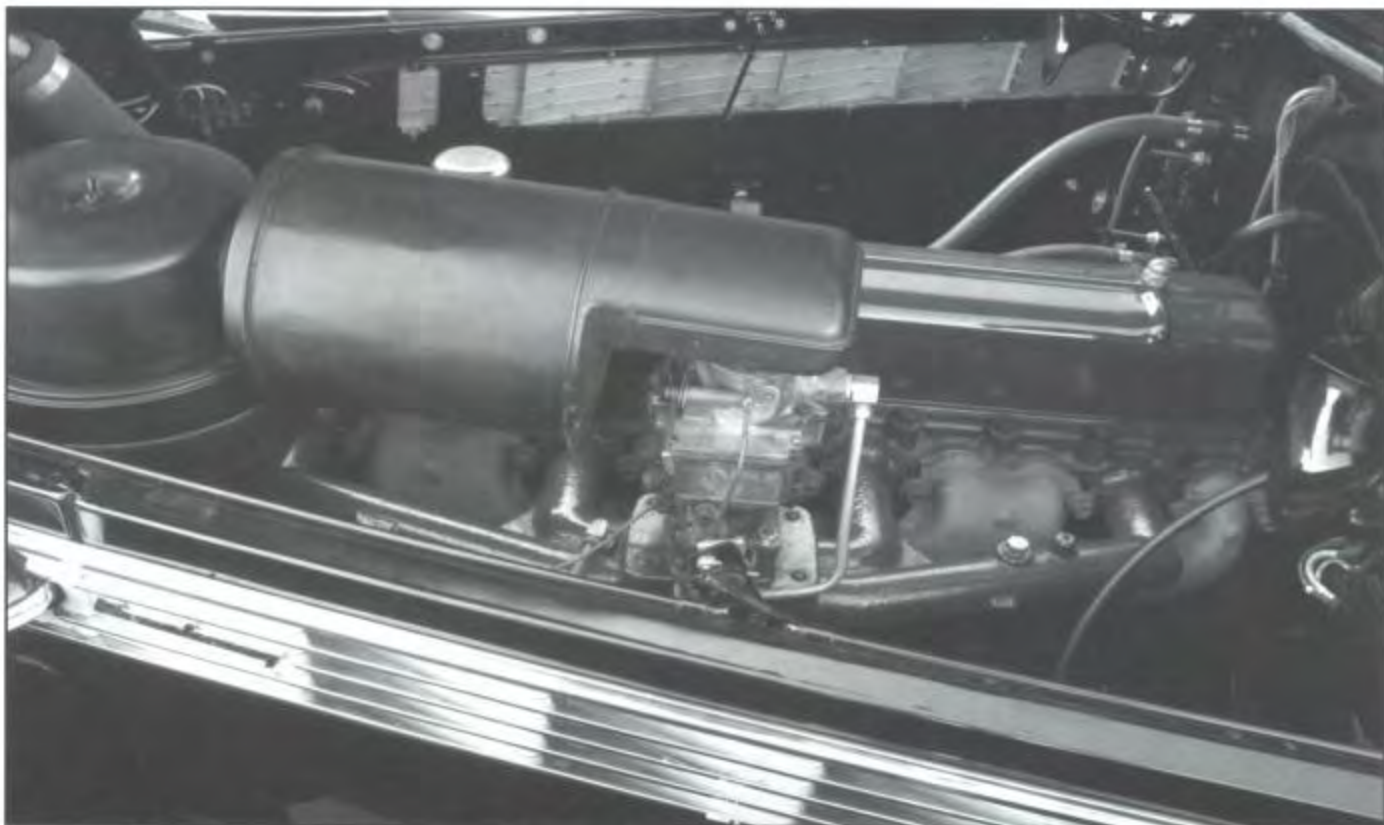
Buick claimed that its 1938 Century models were the fastest U.S.-production-based cars on the road. In fact, at the GM Proving Grounds, one Century was clocked at a top speed of 103

mph. Its acceleration was so great that a 1938 Century sports coupe held the National Hot Rod Association class record for the next twenty-five years. Its performance ability was only 0-to-60 mph in 16-17 seconds, which is a joke by today's standards, but in 1938, that was hot stuff. A 1938 Century could be driven in the 75- to 80-mph range, but not effortlessly; you would want to add an overdrive (which Buick did not have) for an all-day trip.

The Century coupe was the lightest and hottest Buick, but even the sedans with side-mounts were not quick. The fastback two-door sport sedan was eliminated for 1938 due to poor sales in 1937. There were 1,515 fastback four-door







sport sedans built, 1,380 two-door touring sedans, and 12,364 four-door touring sedans, like our driveReport car. There were 1,991 sport coupes, 642 convertible coupes, and 208 convertible phaetons. That made a total of 18,100 Buick Centurys for 1938.

Our feature car was found abandoned on a piece of property that car owner Jim Wolsey's parents bought in North Escondido, California, in 1959; Jim was only thirteen years old at the time. The Buick had been left abandoned there since 1952 when it threw a connecting rod and put a hole in the side of the block. Jim does not know about the car's history prior to 1952.

The family kept the old Buick down through the years. Finally, in the late 1990s, Jim and his

brother performed a complete restoration from the frame up. Both Jim and his brother being mechanics, they were able to do most of the work themselves, including replacing lots of rusted sheet metal, doing all of the mechanical work, paint and upholstery. About all they farmed out was the chrome plating. The entire project took a year and a half to complete, but being members of our 1937-1938 Buick Club helped a lot, since our many of our members possess multiple cars and parts. One member [Mark: be nice to find out who this is and insert his name.] in Minnesota deals strictly in 1937-1938 Buick parts, and had most of the parts Jim needed at reasonable prices. Hemming Motor News magazine was also a big help in finding parts for the car.

This car was restored for everyday driving, not necessarily for show. For example, the grille is NOS, not perfect, but as good as they were in 1938. There are also some parts on this Century that are not completely authentic. The carburetor is from a slightly later Buick, and the starter switch on the floor has been replaced with a starter button under the dash. Most would regard it as a #2 car, and it would probably score pretty high at Buick meets, but it is definitely not Pebble Beach quality. Jim says his idea of a trophy is being able to drive the car down the interstate with modern traffic and see the proud ornament at the front of the long Buick hood.



OWNERS VIEW

Owner Jim Wolsey [Member #?] of Carlsbad, California is a career automobile mechanic, which definitely gave him an edge on restoring this car. He feels that the 1938 Buick is one of the best late-'30s production cars built in America. Mid-to-late-1930s cars are among his favorites, and he says that the 1938 Century is one of the most drivable cars of its period. Wolsey restored the car to drive, and has driven it some 10,000 miles since the restoration was completed in 2000.

"I have driven it up to Los Angeles and back at 65 mph with four people in the car," Wolsey said. "It is quite comfortable and, for an old car, the drivability is outstanding. It steers nicely, excluding parallel parking." Jim's only real criticism of his Century is the rear axle ratio, which he would like to change because the engine works too hard at speeds above 65 mph.

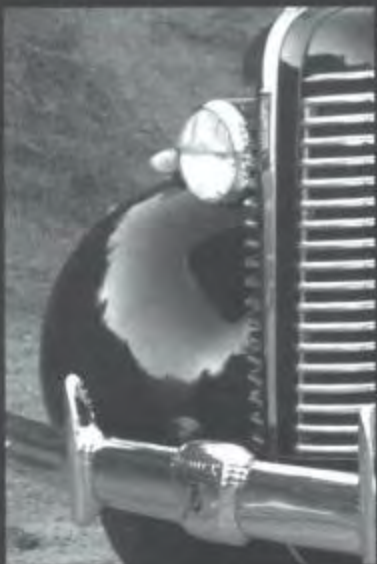
For fun, Wolsey drives to "Cruisin' Grand" in Escondido, twenty miles from home, nearly every Friday night during the summer. At the meet, the Buick can be found parked near a really neat 1935 Packard V-12 limousine—which we later found out belongs to Wolsey and his brother.

The Buick is driven regularly, though it's not Wolsey's daily driver. Even though the car is not a Classic, Jim likes to tour with it to Classic Car Club of America events. Also, he is not afraid to drive the car in San Diego and Los Angeles, traffic.

Jim praises the engineering advances that were made in automobiles in the 1930s,



and feels that the most satisfaction in owning an old car is driving it. He would not modify a car like this so much that it would no longer be a 1938 Buick, but he would like to add an overdrive. He doesn't believe in restoring a car so perfectly that you cannot drive it. Jim is an old-car restorer on the go, so don't be surprised if you see him hanging right in there with the weekend traffic on the interstates around San Diego.

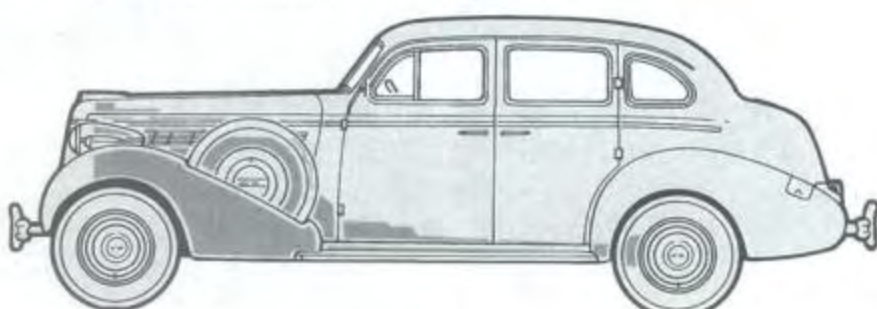


1938 Buick Century Touring Sedan

Illustrations by Russell von Sauer, The Graphic Automobile Studio ©2005 Hemmings Classic Car



58.31 inches



126.0 inches

SPECIFICATIONS

Base Price \$1,297
Options on dR car Dual sidemounts, radio, heater, defroster, clock, broadcloth upholstery

ENGINE

Type Overhead-valve straight-eight, cast-iron block and cylinder head
Displacement 320.2 cubic inches
Bore x Stroke 3.44 x 4.31 inches
Compression ratio 6.35:1
Horsepower @ rpm 141 @ 3,600
Torque @ rpm 269 @ 2,000
Valvetrain Solid
Main bearings 5
Fuel system Marvel CD-2 or Stromberg AAV-2 dual downdraft 1 1/4-inch carburetor
Lubrication system Pressure
Electrical system 6 volts
Exhaust system Single

TRANSMISSION

Type Three-speed manual, floor lever
Ratios: 1st 2.39:1
2nd 1.53:1
3rd 1.00:1
Reverse 2.39:1

DIFFERENTIAL

Type Hypoid
Ratio 3.90:1
Drive axles Semi-floating

STEERING

Type Saginaw worm and roller
Ratio 19:1
Turns, lock-to-lock 4.5
Turning circle 42 feet

BRAKES

Type Hydraulic, 4-wheel internal, manual drum type
Front 12-inch drums
Rear 12-inch drums

CHASSIS & BODY

Construction Steel body on separate steel X-type girder frame
Body Style Four-door trunk sedan
Layout Front engine, rear-wheel drive

SUSPENSION

Front Independent 14 1/4-inch coil springs, double-acting extra heavy-duty tube shocks, anti-roll bar
Rear Solid axle, 19-inch coil springs, double-acting extra heavy-duty tube shocks, anti-roll bar

WHEELS & TIRES

Wheels Pressed steel, drop-center frames
Tires 4-ply
Front/rear 7.00 x 15 inches

WEIGHTS & MEASURES

Wheelbase 126 inches
Overall length 203.56 inches
Overall width 72.25 inches
Overall height 68.93 inches
Front track 58.31 inches
Rear track 59.25 inches
Curb weight 3,780 pounds
Min. road clearance 7.25 inches

CAPACITIES

Crankcase 10 quarts
Cooling system 17 quarts
Fuel tank 16 gallons

CALCULATED DATA

Bhp per c.i.d. 0.44
Weight per bhp 26.81 pounds
Weight per c.i.d. 11.81 pounds

PERFORMANCE

0-60 mph 16-17 seconds
Top speed 100-mph range
Fuel mileage 12 mpg

PRODUCTION

Four-door touring sedans 12,364

Upgrading my '38 Century

by Cecil Don (#637)

This photo shows my wife and I next to our black '38 Century Slant Back Sedan Model 67. I recently upgraded it using the rear end from a 1955 Roadmaster. This lowered the rear end gear ratio from 3.9 to 3.36. I also replaced the Century's 2" wide brakes with the '55 Roadmaster's 2 1/4" brakes on all four wheels. Then I had the wheels balanced. Wow! What an improvement!

Then I had a small gear box called a compensator installed to correct the speedometer for the new gear ratio. These boxes are used on trucks to correct the speedometer for rear end changes.

Here are the changes I had made:

• FRONT WHEELS

New shocks were installed, new upper and lower outer A arm pins, new brake shoes and wheel cylinders and brake hoses. Replaced wheel bearings and seals. New master cylinder and brake hose.

The front brakes were converted from 1938 2" wide shoes to 1955 2 1/4" wide shoes. This was done by replacing the '38 brake backing plates with the '55 brake backing plates. The backing plates interchange with no machining.

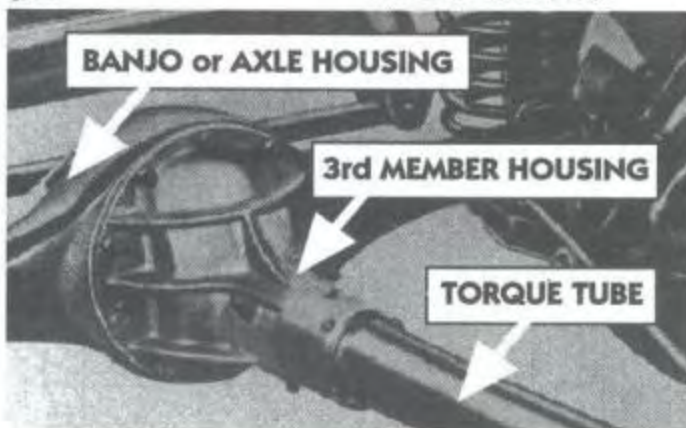
The '55 brake drums which are 1/4" wider were removed from the '55 hubs and



the '38 hubs installed. The '38 hubs used a smaller diameter bearing than the '55. This is why we had to put the '55 drums on the '38 hubs. I believe if a person wanted the heavier '55 bearings on the '38 car, you could replace the '38 spindle with the '55 spindle.

This would allow the bigger bearings and you would not have to switch the '38 hubs to the '55 drums. (Ed. This conversion can be done. Just

make sure you remember to use the correct size bearings to fit the '55 spindles. The upgraded '55 spindles should bolt right up to the steering knuckle and etc.).



• REAR END

Replaced wheel cylinders, bearings/seals, pinion bearings, carrier bearings, brake shoes, and the steel brake line from the hose along the torque tube to the wheels cylinders.

The rear axle ratio was changed from 3.9:1 to 3.36:1. The 3.36 ratio came out of a '55 Buick Roadmaster. This was accomplished by installing the '55 third member and carrier in the '38 Buick's axle housing. To do this, you have to machine 1/4" (.250") off the '55's 3rd member mounting flange (see fig. A) and enlarge the mounting holes to 29/64". This is 1/64" larger than the 7/16" diameter '38 bolts.

TECHNICAL TIPS

The '55 carrier holding the ring gear bolts onto the '55 3rd member inside the '38 axle housing. Because 1/4" (.250") was machined off, the carrier will now be centered in the axle housing and the two '38 axles will fit into it correctly.

Measure the distance from the '38 3rd member mounting face to the flanged end of the Torque Tube, by the transmission. My car measured 64 3/8" (see fig. B).

This critical measurement is what you will have to have from the '55 3rd member mounting face to the end of the torque tube when the new torque tube is fabricated (see fig. D).

Then cut the pinion end of the '55 Torque Tube off about 1 to 1 1/2 feet from the mounting flange (see fig. C).

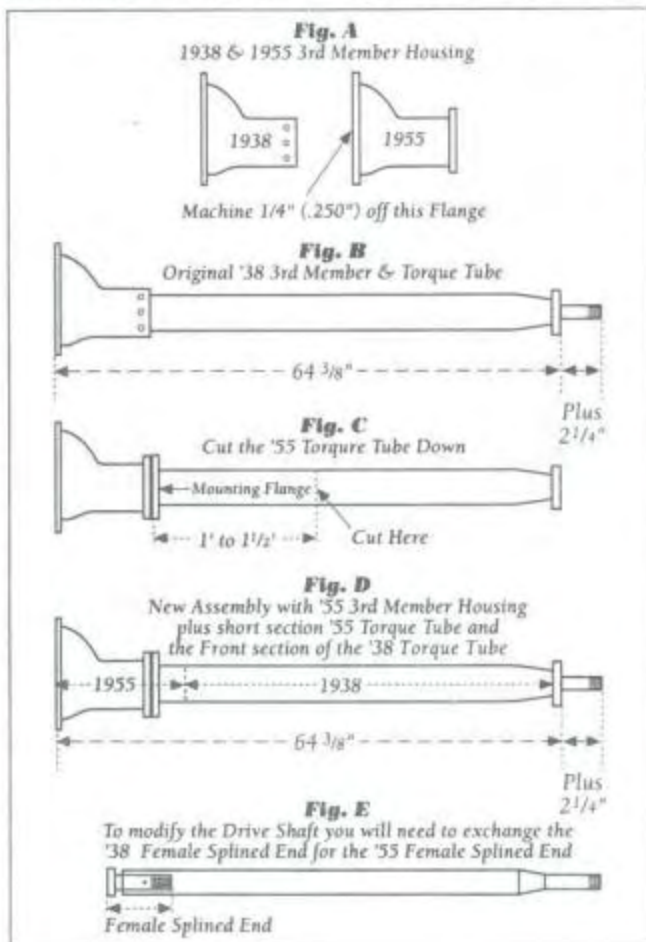
Now cut the torque tube on the '38 third member off right at the point where it's pressed into the 3rd member (in front of the rivets). Weld the '38 & '55 torque tubes together so that you end up with an overall finished length of 64 3/8" (see fig. D).

Next you'll need to modify the rear end of the '38 drive shaft to accept the '55 pinion gear. Remove the female splined end of the '38 drive shaft and replace it with the female splined end of the '55 drive shaft (see fig. E). When making the new drive shaft, make sure it sticks out 2 1/4" from the transmission end of the torque tube (see fig. D). No machining is needed on the axle shafts. Just use the original '38 axles. Use the '38 side gears and spiders with the '55 carrier.

• REAR BRAKES

The rear brakes were changed from '38 2" wide shoes to '55 2 1/4" wide shoes. This was done by putting '55 backing plates on the '38 housing and replacing the original '38 1/4" brake line with '55 7/16" tubing and putting the '38 emergency brake cable and related shoe hardware on the '55 backing plates.

Note: '38 through '55 side gears and spiders and spider shaft are interchangeable within certain models. Also, ratio's from about 1941 through 1955 (at least) are interchangeable to earlier models with this modification.



Torque Tube is looking for a new editor to take over in September. Contact:
Mark Jordan
415-203-4180
torquetube3738@yahoo.com

Door Bumpers

By by Harry Logan (#651)

TECHNICAL TIPS

This diagram from the April 1, 1939 Body Parts Manual shows the bumper's internal cushions, springs and shoes that push against the wedge plate. Over time, these can wear out. Bob's Automobilia sells a Door Jamb Wedge Spring and Bumper set DB-371 for \$6. It's good for one door. Notice in the diagram that the wedge plate is chromed and the cap (cover) is painted. The original cars I've seen have a chrome wedge plate with the cap painted the body color. But reproduction caps are usually chrome plated.

The photo is of a 1938 Special that has its original Van Gogh Green paint. Notice that the door cap (cover) and striker plate above it are painted body color. Most restorers have the striker and cap chromed because they look nicer than painted the body color.



'37 Frames Stronger than in '36

TECHNICAL TIPS

by Harry Logan (#651)

The 1937 Special and Century frames were entirely redesigned and feature twice the rigidity of the 1936 frames. The biggest improvement is due to the use of I beams in the diagonal cross members. For an equal amount of metal, the I beam is far stronger than the channel section. The use of I beam cross members and the fact that they are straight and not offset have increased the rigidity over twice what it was in 1936.

The Roadmaster and Limited frames were similar to those used in 1936.

There are no body mounting brackets (as on '38 Buicks). The body mounts to the frame with bolts through the side rails. The body is kept insulated from the frame by rubber pads on closed cars and hard fiber pads on open cars.

Open car frames have additional strength provided by making the side rails of 1/32" (0.8 mm) thicker. In 1938 Buick made open car side rails 3/64" (1.2 mm) thicker than on closed cars. Back then, strength meant thicker.

Below are all the 1937 and 1938 frame part numbers for LHD (left hand drive) cars. RHD cars had their own frames. Note (top line)

that 1937 Special Convertible Coupes 46C and Convertible Sedans 40C shared the same frame. The same was true for Centuries.

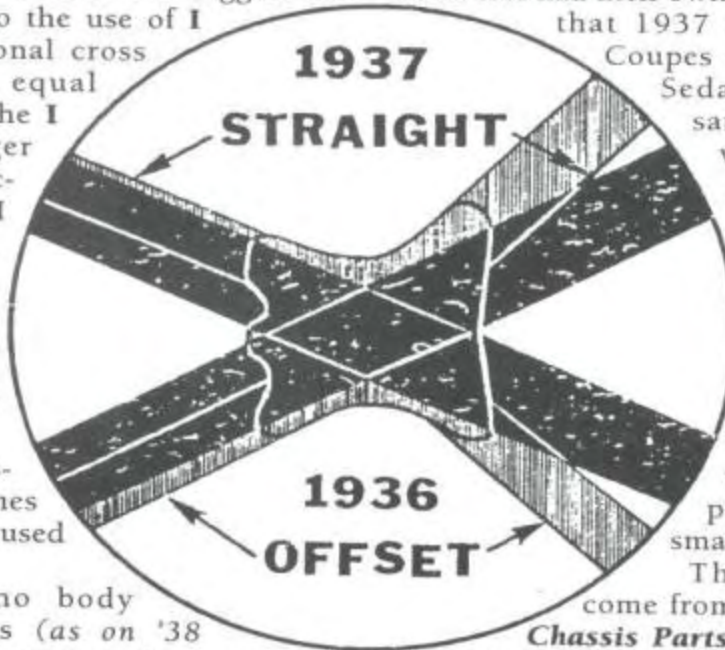
All '37 Special closed cars shared the same frame. All '37 Century closed cars shared the same frame. Note that the open car frames cost more than closed car frames because of the thicker metal used and probably also the smaller number made.

These part numbers come from the January 1, 1938

Chassis Parts List. Its companion **Body Parts List** is dated April 1, 1939. I have another set of **Body and Chassis Parts Lists**

dated May 1, 1945. They do not show all the 1937 and 1938 Parts as the earlier manuals do. So be aware that Buick dropped some part numbers in their later lists.

The '38/'39 Lists I have are originals. I have never seen these reproduced although they are probably the best to use for our cars.



...1300215	90.00	...	1	1937-40C-46C (LHD)
...1297293	75.00	...	1	1937-41-44-46-46S-47-48 (LHD)
...1297685	95.00	...	1	1937-61-64-66S-67-68 (LHD)
...1300219	100.00	...	1	1937-60C-66C (LHD)
...1394191	110.00	...	1	1937-80C (LHD)
...1394189	105.00	...	1	1937-81-81F (LHD)
...1394193	110.00	...	1	1937-90 (LHD)
...1304065	90.00	...	1	1938-40C-46C (LHD)
...1303283	85.00	...	1	1938-41-44-46-46S-47-48 (LHD)
...1304067	100.00	...	1	1938-60C-66C (LHD)
...1302731	95.00	...	1	1938-61-64-66S-67-68 (LHD)
...1304054	110.00	...	1	1938-80C (LHD)
...1302660	105.00	...	1	1938-81-81F-87 (LHD)
...1302656	110.00	...	1	1938-90 (LHD)

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail bcaoffice@buickclub.org.

PARTS FOR SALE

'37 Grille in vg condition... \$500

'37 Grille set, needs re-chroming... \$200

'38 Grille in vg condition... \$500

'38 Front fenders, excellent condition... \$500-\$1,000 pr.

'38 Grille, left half, good condition... \$150

'38 Special hood, vg condition... \$100

'38 Special hood side panels, vg condition... \$100 set

'38 Deck lid, good condition... \$100

'37-'38 Doors, many, what do you need... \$100 ea.

'37-'38 Bumpers, vg condition... \$100 ea.

Misc. heads for both series engines... \$95

Small series engines... \$100 to \$300

Lots of '37-'38 parts. All prices, plus S & H

Lloyd Ikerd (#1612)

949-640-8200

elzfargo@msn.com

1938 Roadmaster Parts

Bumper brackets...\$100 set

Gas tank straps...\$40 pr.

Headlight housings...\$20 ea.

Hood sides...\$125 pr.

Hood side stainless...\$40 pr.

Hood top pieces...\$150 pr.

Mudguard (inside rear fender)...\$40

Nose piece (sheet metal)...\$45

Radiator "U" with headlight panels...\$75

Rear window reveal moldings (exterior)...\$50 pr.

Running boards (3 sets) prices per set...

\$60 to \$180

Running board brackets (bd blstd & primed)...\$50

Shipping and handling extra

Bill Rossiter (#947)

16165 Reiner Cir., Riverside, CA 92504

951-789-0022

1937 Buick Special Parts For Sale

Rear shocks (pair), good+...\$150

Bell housing cover...\$15

Fan blade...\$10

Fan pulley...\$8

Front spindles (pair), exc....\$100

Grille (repo) left side...\$125

Front ashtray...\$10

Water pump (needs rebuild)...\$25

Sun visor chrome bracket (left), v.g....\$20

Robe escutcheons good...\$10 pr.

6V defroster or heater motor (n.o.s.r./new)...\$15 ea.

Heater/defroster switch (taupe), lights, after market...\$10

Map light...\$5

Trunk emblem license plate glass (clear)...\$10

Set engine pans (pair) very good...\$50

New 50 cp bulbs for headlights...\$12 pr.

New 50 cp bulbs for driving lights...\$12 pr.

32 cp headlight bulbs...\$5 pr.

32 cp driving light bulbs...\$5 pr.

Wheel hubcap clips, N.O.S....call

Tail lights complete, good...\$65 pr.

Torque tube...\$100

Differential gears, complete...\$125

Axles (pair), good...\$75

Front brake drums...\$35 ea.

Rear brake drums...\$35 ea.

Used brake shoes, good...\$30 pr.

Radiator, good core needs minor repairs...\$100

Dash, good...\$75

Garnish moldings for four-door...call

Rims 16" (3), good...\$45 ea.

Oil pan...\$25

Lifter cover...\$25

Lifter assembly...\$40

Headlight bucket (left)...\$25

Steering column...\$75

Front wheel bearing, 2 sets, used, v.g....\$35 pr.

Brake backer plates...\$20 ea.

The larger, heavier items below I will not ship, but I will be willing to bring them to 2005 BCA Nationals.

Transmission...\$125 Block...\$100 Head...\$75

Crank...\$50 Nose assembly...\$125

Jerry Root (#422)

71 South Pollard Drive, Fulton, NY 13069

315-598-2319

buickboy@twcny.rr.com

1937-38 Buick Parts

- '37 Rear bumper, 40-60 series, used, fair...\$40.00
- '37 Bumpers gaurds, used, fair...\$15.00ea.
- '37 Bumper gaurds used, need grinding on repair, replating...\$5.00ea.
- '37 Hood, 4 sections 40 series used, good...\$90.00
- '37 Lamp, rear center, trunk back body, used, fair to good...\$25.00
- '37 Lamp, rear center, slope back body, used, fair...\$25.00
- '37 Glove compartment door, with clock, no lock,used needs refinishing...\$20.00
- '37 Radio dial, numerals on glass, used, good...\$10.00
- '37 Steering wheel, banjo style, used, core for remolding...\$30.00
- '37 Center nose badge, used, fair...\$10.00
- '37 Spare tire clamp for models 81, 81F without side-mounts, used, good...\$15.00
- '37 Generator brush plate assembly, P/N 1866417, NOS...\$15.00
- '37 40-60 Series taillight pads, new, fine repos by Steele...\$21.00pr.
- '37 Parking light fender lamp pads, new, fine repos by Steele...\$21.00pr.
- '37/'38 Series 40 and 60 Brake and clutch pedal pads, new, fine repos by Steele...\$12.00pr.
- '37.'38 Headlamp reflectors, used, good...\$65.00pr.
- '37/'38 Headlight rim, used, fair to good...\$25.00ea.
- '37/'38 Dome lamp rim, lens broken, used, fair...\$6.00
- '37/'38 Distributor vacuum control, P/N 681-H, NOS...\$20.00
- '37/'38 Distributor contact point set, P/N 1871870, NOS, 10 in package...\$25.00
- '37/'38 Distributor breaker plate, P/N 1865968, NOS...\$20.00
- '38 Series 40 & 60 differential bevel side gear, Gr.5.528, P/N 1302327, NOS...\$35.00
- '38 Oil pump, series 40, used for core...\$10.00
- Shipping cost will be quoted extra.

H.J. Glass (#111)
7 Long Leaf Cir.
Fairhope, AL 36532
251-990-6050

- 1937 Roadmaster sedan passenger side front fender-nice shape, one minor crease...\$125
- One gas cap, nice condition...\$5
- Bumper guard needs rechrome...\$7
- Voltage regular n.o.r.s. criterion brand, original box...\$35
- Please add 15% for shipping

Lewis Cohen (#584)
58 North Racebrook Rd.
Woodbridge, CT 06525,
203-397-8723

1937 Buick Special Coupe

- 1 pr. running boards, with new rubber covers...\$250 pair
- Rubber covers installed on the wrong sides, but easily re-installed properly.
- 1 pr. headlights with 12v halogen bulbs...\$125 pr.
- Original windshield wiper vacuum motor...\$35
- Original 4.40/1 rear axle ring and pinion gear with drive shaft...\$200
- Original 3-speed transmission...\$250
- Original dome light...\$75
- Rebuilt Stromberg carburetor...\$125
- Original air cleaner, rebuilt and repainted ready for decals...\$550
- 6.50 X 16" Firestone bias-ply tires, in very good condition; with tubes.
- New set of 4 WWW, with original black spare...\$300
- Original 6-volt starter motor...\$200
- Original 6-volt generator...\$125
- Original split front bench seat base, with new beige cloth and vinyl upholstery: seat backs already gone...\$125
- 1 Pr. original door handles, one locking...\$75
- Original trunk handle...\$50

Jerry Maak (#1812)
343 Eastern St., New Haven, CT 06513
aurhaus@yahoo.com
Phone: 203-468-9880 Cell: 203-687-7649

- Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Need to be refinished.

Rick Yost (#1704)
805-374-9093, rednyld@aol.com

1937

- Front lower motor mount...\$15
- 40 ser. 2nd speed gear...\$45
- 40 ser. main drive gear...\$45
- 40, 60 ser. differential bevel side gears...\$20 ea.
- 40 ser. steering gear pitman arm...\$30
- 1938
- 40 ser. clutch release rod adjustment nut...\$4
- License plate lamp lens...\$4
- 80, 90 ser. pitman arm...\$30
- Right taillight door, used...\$10
- 80, 90 differential side gear bevel thrust washers...\$3 ea.
- 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.
- 1937 to 1938
- 40, 60 left front shock absorber...\$125
- 40, transmission, 2nd & 3rd speed shifter yoke...\$15
- 40, transmission rev. idler gear thrust washers...\$3 ea.

- 40, 60 ser. pinion bearing locknut...\$3
- 40 ser. intake, exhaust valves, specify...\$8 ea.
- Rear-axle pinion-bearing lock screw...\$1
- 40, 60 pitman shaft bushings...\$15 pair
- Headlight dimmer switch, n.o.r.s...\$10
- 80 ser. outer front wheel bearing...\$25 ea.
- 40, 60, inter. steering arm bearing kit, n.o.r.s...\$30 ea.
- Outside door handles, used, 3", 3 5/16" shafts, 4 15/16, 5 1/4, 5 1/2" tall...\$10 ea.
- 40, 60 ser. left steering knuckle with bushings...\$40
- 40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.
- Ignition point set...\$7 ea.
- parts n.o.s. except noted. Add 15%, \$3.50 min. postage

Bob Graves (#1136)
21 Ferry Rd. Salisbury, MA 01952
978-463-0715 evenings

For Trade

Intake manifold for '37/'38 320 engine, sandblasted and painted with POR 15 manifold paint. To trade for intake to fit a '49 320 engine.

For Sale

Later 320 engine water pump cores suitable for rebuilding. Part numbers 339915-6 and 1336756-1C.

\$1 each.

Front half of "flywheel cover" plate to fit a Dynaflo to a 320 engine. Part number 1328296. \$10.

Malcolm Fischer (#1746) Alberta, Canada
sandguys@telus.net
403-742-1663

Four 1938 Hirsch reproduction hubcaps for GM built car. Never been installed. All four: \$280 plus shipping.

Jack Remesoff (#562)

6307-45 Ave.

Camrose AB, CANADA T4V 0C3

780-672-4722

1941 Buick 40/50 Series, N.O.S front exhaust manifold piece with heat riser (for split exhaust with dual carb set up) \$250, plus shipping and handling

Bill Rossiter (#947)

16165 Reiner Circle

Riverside, CA 92506-6150

951-789-0022

1937 aluminum grille. Brand new...\$300

Ken Hale

510 656-4523

Fremont, CA, kenhale001@comcast.net



Complete differential for '38 special. this from a low mileage (37,000) car. \$100 plus shipping.

Pat Jacobs (#1308)

360-568-3212

patlyndell@yahoo.com

Two pieces of rear-door window glass to fit 1938 to 41. They're tinted glass; I'll send them to anyone who can use them for no more than the cost of shipping.

Paul DeLucchi (#1246)

pauldelucchi@earthlink.net

1937 Buick Roadmaster 81 4-dr Sedan
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc.
Call or e-mail me with needs.

Jim Garrett (#1826)

207-929-8035 or patjim@sacoriver.net

1938 ALL SERIES 40 PARTS
Complete engine—less intake manifolds. Includes starter, gen. carb, air cleaner, etc.—ran but smoked when removed...\$350 Transmission...\$125
ANY REASONABLE OFFER PLEASE!
I DON'T WANT TO SCRAP IT!

Dale Crist (#840)

303 N. Athletic St., White Pigeon, MI 49099

269-483-9175

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

Rick Yost (#1704)

805-374-9093

rednyld@aol.com

4 '38 hubcaps vg - m, no cracks...\$85
60-80 Series dry air cleaner unit...\$150
60-80 Series closed car radio and speaker...\$175
'38 tail lite complete...\$110
'38 dash radio grille...\$50
'38 grille...\$200
'38 hood ornament...\$60
'38 inside & outside door handles & knobs, some with keys...\$20 to \$70
'37 clock complete but faded...\$40

Art Fensod (#1758)

357 Country Lane

Loudon, TN 37774

865-408-0525

1938 radio, glass has crack, these are getting hard to find...\$400 plus shipping.

Don Helmrich [1908]

321 676-4123

doh25@juno.com

'37 auxillary speaker...\$75
 '37 master heater...\$75
 '37 LS Stromberg AA2...\$250
 '38 Master heater with defroster...\$100
 '38 Special rims exc. Cond...\$75 ea.
 '38 Special 3.60 rear end complete...\$600
 '37 & '38 parts:
 LS air cleaner...\$125
 Limited dome light...\$75
 Coupe opera seats complete...\$600
 LS sparkplug cover...\$100
 Sidemount lock...\$25

LS oil bath air cleaner...\$125
 SS & LS generators...\$75 to \$100
 Horn rings...\$100
 Century running board cores...\$300
 Special running board cores...\$200
 Call w/your needs, always parting '37 & '38s

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
763-427-3460

1937 - 1938 Parts for Sale

'37 repro, silkscreen glass speedometer, radio and clock...
 \$100
 New '38 Century Stainless "hood hinge"...\$175
 S/M badges Buick...\$65
 '38 Century hood sides, left and right...\$150
 '38 Century hood, left side only...\$75
 '38 Century hood sides, left and right...\$150
 '38 Century hood side, right only...\$50
 '38 Century hood side vent, right and left...\$75
 '38 Century hood stainless...\$75
 '38 Century hood lock mechanism...\$50
 Large series fuel pump rebuilt...\$75
 '38 Special hood, right and left, with hinge...\$150

'38 Special hood sides, right and left...\$150
 '38 Special hood stainless, left and right...\$120
 '38 Special tail lights, pair...\$75
 '38 Special front suspension, hub to hub...\$200
 Large series dual carb manifold...\$250
 "Y" pipe to create dual exhaust...\$50
 '38 repro grill, left and right, cast aluminum...\$250
 '38 Special radiator...\$75
 '38 heater...\$50
 Shipping will be added to all purchased parts and is not
 included in price above.

Rod Phillips (#1644)
913-481-6763

'38 N.O.S. right grille half, not plated, excellent...\$190
 '37 & '38 N.O.S. grille bug screen w/Buick logo & hard-
 ware...\$180
 '38 battery lock with key, excellent...\$54
 '37 & '38 sidemount lock with key...\$65
 '37 & '38 N.O.S. sideview mirror w/thermometer (non-
 convertible)...\$225
 '37 & '38 N.O.S. Delco coil...\$95
 '37 & '38 N.O.S. Delco voltage reg...\$175
 '37 & '38 guide headlight lenses (pair left & right)...\$255
 '37 & '38 ignition switch box, good, used...\$40
 '37 bronze ashtray with front-end casting of car
 N.O.S....\$215
 '37 three vibrant color posters 21"/16", full color, rare &
 frameable...\$50
 '37 & '38 Buick Safety Legion license tag metal badge,
 original...\$75
 '37 & '38 N.O.S. gas tank door lock, in box with key and
 instructions...\$83
 '38 Clock deletion plate, engraved with Buick 8...\$75
 '37 & '38 Fulton interior rearview mirror green flip down
 lense...\$57

'38 to '40 Series 80/90 master cyl. kit Delco,
 N.O.S., rare...\$70
 '38 instrument cluster original, exc., complete...\$300
 '38 radio with knobs, not tested but complete and excel-
 lent...\$270
 '37 & '38 Red Crown air stem caps, set of four...\$12
 '37 & '38 cowl mount antenna, N.O.S., all mounting and
 leads, exc....\$167
 '38 Buick Announcement Magazine, full color foldout, all
 models...\$185
 '37 & '38 Convertible rearview mirror...\$260
 '37 & '38 instrument light and map light switch original...
 \$55
 '37 & '38 16-inch series 80/90 wheels, exc....\$400, set of
 four

Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093
410-321-1938

Piston rings for a 40 series, 1938-style pistons. They are
 standard size. \$80.

William Schwantes (#878)
9973 County Valley, Glen Haven, WI 53810
608-794-2406

Intake & exhaust manifold
 3.90 Axle
 One headlight bucket
 Misc. stainless. Call for prices
Frank Cwikla (#1111)
1909 Goodin Rd., Friendship, WI 53934
608-339-6297

PARTS WANTED

1937 horn ring for steering wheel

David Watson (#1863)
250-753-2997

Hubcaps for 1937 McLaughlin Buick

Kim Cousineau (#1884)
kcousineau@iaw.com
905-892-3473

1938 Buick Factory Accessories Catalog

Dave Gelinas (#1078)
1131 Hayward St. Manchester, NH 03103
dlg@worldpath.net 603-668-5587

1937 Buick Special Series 40
Front license plate holder/bracket
1 pair front fender parking light glass or plastic lenses
Radio working or non-working

John Luersen (#1788)
24 Morris Rd.
Prospect, CT 06712
johnluersen@sbcglobal.net

1937-38 Buick rumble seat complete, or hardware to build one, including deck lid, seat brackets, etc.

Lloyd Ikerds (#1612)
949-640-8200

1937 or 1938 Special/Century Convertible 4-door Sedan

Front seat in good sound condition to reupholster
2 removable door posts for top, solid rechromable
2 front window frames, solid rechromable (front door)

4-door garnish moldings, solid rechromable
Top prices paid for good solid parts. No junk
John Sauers, 620 Wright Loop
Williamstown, NJ 08094

Complete rebuildable 1937 special engine and transmission.

Frank Freda (#1838)
frankfreda@cox.net
805-969-7500

2005 - 1937/38 Buick Club calendar.

Jerry Barton (#281)
(360)825-5230

1937 Roadmaster rear bumper gravel guard and running board's rear gravel guards.

John Welby (#1497)
1665 Shipman Rd.
Oxford, MI 48371
248-628-8787

Period and correct spotlight for a '38 Buick.
Heavy duty oil bath air cleaner for '37 Limited 90.

Wayne Miller (#1870)
2211 W. 500 N. Warsaw, IN 46582

Windshield wiper transmissions for a 1938 90L

Jan Burry (#1478)
315 Manitou St. Northfield, MN 55057 507-663-0931

Two sidemount thread covers stainless steel trim pieces for a 1938 Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will work. Or has anyone figured out a substitute?

Herbert Sutton (#4)
3760 Cleveland Hill Rd., Roseburg, OR 97470
541-672-8414 lrose@mcsi.net

Rumble seat fender step plate for 1938 Buick Century 66C. Any condition and any reasonable price.

Jeffrey Hery (#1464)
12 Wright St., Parkesburg, PA 610-857-1458

1936 or 1937 Roadmaster pinion gear, part no. 1287780, or ring
Pinion gear set, ring gear, part no. 1287781.

1936 Century ring and pinion gear set, pinion gear part no. 1294231, ring gear part no. 1294230.

Tom Greer (#1378)
499 Hubbardston Road
Princeton, MA 01541 978-464-7725
wtgreer@ekmail.com

DELCO-REMY Distributor # 1110801 (fits 1938, 1939 & newer) prefer N.O.S., or a rebuilt with the Delco tag still on it

DELCO-REMY ignition coil #526-B (fits 1930s Buick through 1939) prefer N.O.S., or really good condition used

John Koutre (#593)
2331 Rainbow Dr., Plover, WI 54467
715-341-6188

New or like-new cluster gear and low and reverse sliding gear for 1937 or 1938 large series transmission

Bob Pipkin (#76)
2516 62nd Ave. SE
Salem, OR 97301
503-363-4712
bcpip@mailstation.com

Air cleaner regular-series 40-1937
Voltage regulator: Delco-Remy 5807
Carb: Stromberg AA-1

Vacuum starter: Delco Remy 1607
Joe Pruce (#1721)
19341 Malvern Ave., Rocky River OH 44116 440-331-7427
jpruce@hotmail.com

CARS FOR SALE



Model 46. It officially is a 46C, but before it came from CA the owners took out the shelf and put in the back seat. It is a business coupe that looks like a sport coupe. When it came to IN all the glass was replaced. It was repainted (original color) sometime before it was in the motion picture "A League of Their Own," shot here in the rural Evansville, IN area. We were told the engine is original, but I have not yet checked the numbers. It has the 2 bbl. Stromberg Aerotype as it should. Except for the addition of the back seat, interior is nice and original. GM seatbelts added. Has options of steering wheel with trim and the glove box clock. The dash was expertly refinished beautifully by local artist. Wide whites are by Lester. Original hub caps. Some chrome is great, some could use a refinish. New fuel cell by local shop in Mt. Vernon known for their good work with antique cars. We drive to all the local shows. It runs great and rides smooth. Engine is 248 Dynaflex and has plenty of power. Before we owned it someone added an electric fan to help with city traffic on hot days.



\$15,000 OBO
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ing
428 Kennedy
Drive
Mt. Vernon, IN
812-589-1838



CARS WANTED

1937 Buick convertible, would prefer a Century but I will look at any convertible that is restorable.

Jerry Barton (#281)
(360)825-5230

'37 or '38 Century 4-door sedan, a #2 car as a regular driver, quick sale, will pay market price.

Frank Freda (#1838)
Santa Barbara, CA
frankfreda@cox.net 805-969-7500

1937 Buick Century, must have sidemounts, in ready-to-use condition. Does not have to be a top show car, but no projects.

Mario Alpini 610-517-7872
Qualitymechanics@comcast.net

1937 or '38 Century parts car or coupe or 2-door sedan

Walt Lopic (#999)
724-843-8206

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\$24.99



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\$22.99



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\$18.99



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Skokie, IL 60076

Bruce Ellsworth (#1930)
46 Tamarack Rd.
Hopkinton, NH 03229
37-81-5

David Bohn (#1931)
1642 W. Jarvis Ave.
Chicago, IL 60626

Roger Williams Sr. (#1932)
33 Newfound Road
Asheville, NC 28806
37-41-8

John & Katherine Bradshaw
(#1933)
P.O. Box 2474
Gardnerville, NV 89410
38-61-2

Joseph De Lorenzo (#1934)
417 E. Los Amigos Ave.
Montebello, CA 90640
38-81-7

William Davis (#1935)
P.O. Box 2491
Charleston, WV 25329
38-40C-5

James Weems (#1936)
188 Abbotsford Rd SE
Cedar Rapids, IA 52403
37-80C-4

Norm Davis (#1937)
513 Washington St.
Galena, IL 61036-2141
37-46-6

OB Johnsen (#1938)
6 Summer Breeze
Irvine, CA 92603-3752
38-41-7

Dorothy Moyer (#1939)
1360 S. Estate Point
Inverness, FL 34450
38-40C-9

John Pole (#1940)
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Cottage Grove, MN 55016
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1937 Buick video made from the only known copy of a 16mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

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